

"CLUB"
THE POPULAR
SCOTCH WHISKY.
PER DOZEN ... \$13.50
H. PRICE & CO.
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

"D. C. L."
OLD TOM
AND
DRY GIN
PER DOZEN ... \$8.00
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

No. 13,933 號叁拾叁百玖千壹第 日陸十月十年十二緒光 HONGKONG, SATURDAY, NOVEMBER 15TH, 1902. 陸拜禮 號伍十月壹十年貳百九千壹英港香 PRICE, \$2 PER MONTH

A. S. WATSON & CO. LIMITED.

THE BEST AND PUREST
CONFECTIONERY
TO SUIT ALL TASTES.

A. S. WATSON & CO. LIMITED.

CONFECTIONERS.

ESTABLISHED 1841.

JOHN WALKER & SONS' FAMOUS GILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whisky,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
HONGKONG, 1st January, 1901.

CUTLER, PALMER & CO.'S

PRICE \$11.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., HONGKONG.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

*** WEEK DAYS.**
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT DAYS.
4.30 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 11.15 p.m. Every 1 hour.
SATURDAY.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS on Week Days.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
the first-class machine, and the above
Establishment is always leading in this respect.
We have "NEW" and "MONOPOL" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling a Specialty.
MOKIRDY & CO.,
49 & 51, QUEEN'S ROAD EAST,
Hongkong, 4th April, 1901.

MACLAREN'S IMPERIAL CANADIAN CHEESE.

Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902.

WINCHESTER CARABINES

12 SHOT REPEATING, CALIBRE 44.
Excellent arm for Travellers in the Interior
of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK.

BUTGENS, EINSTAMANN & CO.,
14, DES Vaux ROAD.

W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

EX. ENGLISH MAIL.

NEW BOOKS AND NEW EDITIONS.

BOYS & GIRLS' OWN ANNUAL ea. \$3.00

Young England; New Volume ... 3.60

Chatterbox and Sunday; New Volume ... 3.60

The Prize, Children's Friend and Infant's ... 1.20

Magazines ... each 1.20

Reed's New Guide for Marine Officers ... 5.00

Reed's Engineering Hand-Book ... 12.00

Unifone ... 1.80

Burnie's Manual of Medical Treatment ... 15.50

Cassell's Concise Encyclopedia ... 3.75

Allen's Adventures in Wonderland ... 1.50

Allen's Through the Looking Glass ... 1.50

Hutton's Work Manager's Hand-Book ... 11.00

The King's Byways, by Stanley Weyman ... 1.75

Laing's Human Origin ... 2.75

Laing's Modern Science and Modern ... 2.75

Laing's Problems of the Future ... 2.75

Laing's Modern Zoroastrian ... 2.75

The Epistle of Athanasius ... 1.75

Ladies' Empire; Volume ... 3.60

How to Buy a Camera ... 1.20

The Chinese Soldier and Other Sketches, ... 2.00

by A. Cunningham; Illustrated ... 3.00

Toukin and South China; New Edition; ... 1.80

Illustrated ... 1.75

Nautical Almanack 1903 ... 3.00

Temperal Power, by Marie Corelli ... 1.75

DE LA RUE'S DIARIES AND DATE ... 1.75

STANDS.

LETTS' DIARIES.

BOXES WATER COLOURS.

CHRISTMAS CARDS. Very Large Variety.

OIL COLOUR BOXES.

WATERLOO PENS.

EGYPTIAN CIGARETTES. [38s]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.50 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"

\$22 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C.P. & Co.'s INVALIDS' PORT

\$22 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

DOURO PORT.

\$15.75 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$22 PER DOZ.

LA TORRE SHERRY,

\$18.50 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$43.75 PER DOZ. QUARTS.

\$45.50 PER DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

LANE, CRAWFORD & CO.

(ESTABLISHED OVER 50 YEARS.)

GENERAL STOREKEEPERS.

GENTLEMEN'S OUTFITTERS.

TAILORS, HATTERS & HOSIERS.

ALL GOODS OF BEST QUALITY ONLY.

LANE, CRAWFORD & CO.

JUST RECEIVED

CHOICEST PURE CEYLON TEA

1 LB. TIN - \$1.00.

GENERAL GROCERIES AND PROVISIONS.

WINES, LIQUEURS AND SPIRITS.

G. GIRAULT.

CHAMPAGNES.

PAUL DOMMIER

IRROY.

LANSON.

PIPER-HEIDSIECK.

GIESLER.

KEUG.

BOLLINGER.

LOUIS ROEDER.

POMMEY and GREENO.

CALDBECK, MACGREGOR & CO.

SOLE AGENTS.

Hongkong, 14th November, 1902.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

"IT'S JUST THE SAME AS EVER, ONLY MORE SO."

STILL FORGING AHEAD!

CROWN BRAND

STONE GINGER BEER

AND

SCOTLAND'S BEST

WATKINS, LD., HONGKONG.

COTTAM & CO.

HATTERS. FOR HOSIERS

EVENING DRESS SHIRTS, WHITE TIES,
BOWS, COURT SHOES, KID GLOVES, SILK SOCKS,
CAPS, AND TAM O'SHANTERS.

NEW YORK LIFE

INSURANCE COMPANY.

A BRANCH OFFICE of the above Com-

pany has been opened at 18, Bank Buildings

(entrance Wyndham Street).

Hongkong Branch Office,

POWELL GRANT,

Agency Director.

ST. ANDREW'S BAIL.

Dates of 2nd and 3rd Practices, 17th and 24th

November respectively.

DAVID WOOD,

Hon. Secretary.

Hongkong, 6th November, 1902.

CHRISTMAS CARDS

FOR THE HOME MAILS.

A VERY LARGE STOCK OF

PRIVATE GREETING CARDS

Can be Printed with Customers' Names and

Special Greetings.

CHARACTERISTIC PHOTO VIEWS

OF CHINA WITH GREETINGS.

CHINESE HAND-PAINTED RICH CARDS.

JAPANESE HAND-PAINTED CARDS.

AN ENORMOUS VARIETY.

W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

[a2766]

PUBLIC WORKS DEPARTMENT,

MACAO.

NOTICE.

IT IS HEREBY NOTIFIED by this

Department that at Twelve o'clock noon

on the 22nd NOVEMBER of the current year,

Tenders by Public Auction will again be

invited at the Secretariat of this Department,

for the CONSTRUCTION OF FOUR SHEDS

for the Market of San Domingos.

In order to be admitted to the Auction it

will be necessary for bidders to prove that

they have made a provisional deposit of \$425.25.

Conditions for Competition and Specifications

of the Work can be seen in this Department

on Week Days, not being public holidays,

between the hours of 10.30 a.m. and 3 p.m.

Public Works Department, Macao, 22nd

October, 1902.

A. NUNES,

Engineer-in-charge.

[a2951]

PUBLIC WORKS DEPARTMENT,

MACAO.

NOTICE.

IT IS HEREBY NOTIFIED by this

Department that at Twelve o'clock noon

on the 22nd NOVEMBER of the current year,

Tenders by Public Auction will again be

invited at the Secretariat of this Department

for the erection of TWO BLOCKS OF

BUILDINGS for Shops in the Market of

San Domingos.

In order to be admitted to the Auction it

will be necessary for bidders to prove that they

have made a provisional deposit of \$543.25.

Conditions for Competition and Specifications

of the Work can be seen in this Department

on Week Days, not being public holidays, between

the hours of 10.30 a.m. and 3 p.m.

Public Works Department, Macao, 22nd

October, 1902.

A. NUNES,

Engineer-in-charge.

[a2936]

WANTED.

SMALL ROOM in a Central Locality,

suitable for an Office or Desk-room.

Apply to—

"SAFFRON"

Care of Daily Press Office.

Hongkong, 12th November, 1902.

[a26]

INSURANCE

10 CENTS A DAY.

Not a very large expenditure, is it?

BUT it is sufficient to secure for a man of
30 a policy with the STANDARD
LIFE OFFICE for
\$1,325.

For all Particulars of Rates, &c., apply to
DODWELL & CO., Ltd.,
Agents.
Hongkong, 12th February, 1901. [a-1779]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons

ADVERTISEMENT

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.
LIMITED.

WINE & SPIRIT MERCHANTS

SCOTCH
WHISKY.
WATSON'S
CELEBRATEDBLEND
VERY OLD LIQUEUR SCOTCH
WHISKY.Furnished by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen ... \$15.00

The following are also recommended, and
are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$10.50

B.—GLENROTHY, MELLOW
BLEND, a fine "SODA"

Whisky of great age ... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—BLACK & WHITE BLEND of the Finest
Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.
Correspondents should forward their names and addresses with communications addressed to the Editor, and not to the printer. Letters for publication should be written on one side of the paper only.
Non-anonymous signed communications that have already appeared in other papers will be inserted, but only after 11 a.m. on the day of publication. After that hour the supply is limited. Only supplied for Cash. Telephone Address: Buses, Codes: A.B.C. 5th, 2nd, 1st.
P.O. Box, 33. Telephone No. 12.

DEATH.

On the 4th November, at Kobe, JAPAN, SAMUEL

WILSON, of Manchester, England, aged 39 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.

LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 15th November, 1902.

We learn from a trustworthy source that

there have been no less than six cases of

pneumonia on the Canton River within the space

of two days this week. In another column

we give details of the murderous attack on

an Englishman from Canton by West River

pirates. It is evident that the river piracy

which the late LI HUNG-CHANG struggled

so hard to repress during his term of office

at Canton, and which his successor His late

Excellency TAO MU before his fatal illness

tried to keep down, is now once more in full

swing. The changes of posts which have

marked the period following TAO MU's

death have no doubt encouraged the

immemorial pests of the Canton waterways

to fresh efforts, and the absence of a sub-

stantive Viceroy has produced anarchy on

the part of the Chinese officials. This is

natural, though it renders the inaction of

the latter no less criminal. But there is

another point which calls for consideration.

What are the foreign gunboats on the West

River and at Canton doing? Their

presence in those waters is justified by the

necessity of protecting life and trade which

the Chinese alone cannot guarantee. It

may readily be recognised that a gunboat

cannot be ubiquitous, but if the work is too

much for the instruments at one's disposal

the only remedy is to get more instruments.

If the Chinese officials do not try and the

European police force is too small to cope

with the spread of piracy, there is still no

reason for folding one's hands and resigning

oneself to what is not really inevitable. It

would be interesting to know whether the

Hongkong authorities are displaying any

interest in the matter. Britain has two river

gunboats, the Sandpiper and the Moorhen,

on the West River. When these have been mentioned, our representatives in the Canton district are exhausted. It seems hardly credible that at Canton itself Great Britain is unrepresented. Flying visits from the West River gunboats there have been, but our Fleet apparently cannot spare a single vessel for Canton. As far as the Admiralty is concerned, every effort seems to be made to encourage the idea that Canton is beyond the British sphere of influence. Perhaps that august body studies one of those maps in which the whole of the Kwang provinces are labelled "French sphere" and therefore does not concern itself with Canton affairs. There is, however, no reason why the Hongkong Government should subscribe to such an idea, having every reason to know better. In the interests of this Colony an appeal must be made that some reinforcements be addressed to the supreme authorities at Canton to do their duty with regard to the adjacent waterways, and that at least one of our spare gunboats should help those authorities to restore that order which they are utterly unable to keep alone. Harmonious relations, on the whole, have prevailed for some years between Hongkong and Canton, but they cannot continue indefinitely if British commerce and even life is allowed to be menaced in the river districts in the very neighbourhood of Canton.

The telegram from our Shanghai correspondent stating definitely that the Japanese garrison evacuates that port on the 22nd instant seems to mark the first step toward the termination of a very difficult affair. If the Japanese leave on the 22nd we may take it that the other three component parts of the mixed garrison will also depart at once and that at last Shanghai will be relieved from its unnecessary defenders. According to the London Daily Mail (unfortunately not hitherto the most trustworthy source of information as far as Shanghai is concerned) the place is to be evacuated unconditionally. Only a few days ago a Berlin telegram to the Ostasiatische Lloyd talked complacently of the discussion on Germany's conditions before evacuation being closed, China having consented to them. It is plain that one of these statements is incorrect. We characterise that in the "Lloyd" as "bombast," and such we still consider it; the Berlin telegram in our junior evening contemporary's issue of yesterday's date is but a repetition of the same point of view; we have therefore the more hope that the Mail's version will prove to be the correct one. To admit the Chinese-German agreement would be for England to resign her claim to hegemony on the Yangtze. What the actual story of the intrigues in connection with the Yangtze question is, time will perhaps show. A Peking telegram to the Japanese newspaper Jiji gives one account, in which it is stated that Sir ERNEST SATOW asked Prince CHING some time ago if there was not some clause in the draft of the agreement for the evacuation of Shanghai which the Chinese Government was about to sign with Germany, and that Prince CHING replied definitely in the negative. A few days afterwards the Prince signed an agreement which was very disadvantageous to Great Britain. On the British Minister hearing of the issue of the affair he strongly denounced Prince CHING for his deceitfulness. Sir ERNEST SATOW declared he would have nothing to do with the Shanghai evacuation proposal if the Chinese authorities acted so unfairly and deceitfully; hence, adds the Jiji's correspondent, the delay in the withdrawal from Shanghai. Prince CHING's known vacillation of character lends a certain probability to the tale, but we should hesitate to accept it unsupported. It has become increasingly clear, however, that there was some such underhand attempt to undermine Britain's position in the Yangtze Valley. This was discovered by Sir ERNEST SATOW, but whether it has been defeated remains to be seen. The announced date of the withdrawal of the Japanese troops augurs well for the settlement of the question, and this again seems to indicate that, unless the British Government has completely "climbed down," some other Power has performed that uncomfortable feat.

The Austrian cruiser *Puglia* arrived yesterday from Shanghai.

H. E. the Governor on Thursday visited the scene of the fatal collapse in Wing Lok Street.

In St. John's Cathedral to-morrow Harvest Thanksgiving services will take place. Special hymns and an anthem will be sung. The order of service will be found in another column.

The competition at Kowloon to-day in connection with the Rifle Association is for the long range cup and spoons. Firing commences at 2.15 p.m., and the ranges are 700 and 800 yards.

The German steamer *Taichow*, which left Bangkok on the 5th inst., reports having experienced stormy weather off Padaran, and that Padaran lighthouse signalled "typhoon expected."

Mr. J. H. Kemp, Acting Police Magistrate, resumed his duties at the Police Court yesterday morning after a brief vacation.

A match at the Kowloon Docks was burnt down on Thursday night, soon after ten o'clock. The Fire Brigade was in attendance.

The total number of cases of cholera occurring in Kowloon since the outbreak up to the 3rd inst. was 826, of which 590 were fatal and 233 recovered, 13 remaining under treatment.

It is reported from Fima that Mr. Marshall, Director-General of Archaeology, will undertake this winter excavations which promise great interest in the neighbourhood of Peshawar where important finds of Græco-Bactrian relics have been made.

The *Pingyang Gazette* urges improvement in the detective department by utilising the Chinese Protectorate, which it deems to be the best department for the investigation of crime among the Chinese. The Protectorate staff, in its opinion, is much superior to the staff of the Detective Department, headed as it is by a Chinese-speaking cadre.

An Australian telegram says that at the end of October "Kritzing, Fouche, and Jonbert were mobbed by the crowd after delivering a pro-Boer lecture at Cambridge, which presumably contained all insulating references to the British army; they were rescued by the police." It is curious that no news of this incident has been received from other sources.

The State Department of Washington is enquiring about one Alphonse Georges Shaw, of Hoboken, New Jersey, who is believed to have come to Hongkong a year or two ago. Shaw, who is a newspaper man, and aged 30 years, disappeared at Honolulu on 5th August, 1899. Information regarding him should be sent to the U.S. Consulate here.

The departure of Count Eugene Esterhazy, a Jesuit priest, from his Order has caused a sensation at Budapest. The Count has belonged to the Jesuits for many years. He gave all his fortune, some £35,000, to the Order, and he now demands the restitution of this money. The Order refuses and Count Eugene Esterhazy has taken legal steps. What has induced the Count, who was a fanatic amongst Jesuits, to quit the Order and the clerical profession remains a mystery.

No. 7 of the *Ocean Magazine* has come to hand. It is again nicely printed and the excellence of the subject-matter is well maintained. "Shorty" tells a most amusing yarn about a life-saving adventure. The receipt is chronicled of an Admiralty letter in which Mr. Lords express their "appreciation of the results obtained at the *Ocean's* annual prize-firing, and of the care and skill displayed by the responsible officers and men in bringing the gun's crews to so high a state of efficiency."

By kind permission of Colonel Fremonger and officers, the band of the 33rd Burma Infantry will play at the Hongkong Hotel to-night, from 8 to 9.30 o'clock. Programme:—

Grand March "Coronation March," St. George Overture, "The King's Lieutenant," Ed. Selection, "The Thirty Nines," Edward Jones Dance, "Country Dance from Nell Gwynn," Ed. Selection, "Stephen Adams' Song," Hanley Yake, "Value Blue," D. Alfred Margie

EXTRA.
Barcarolle, "Characteristiquette," Contents "God Save the King."

As the opening night of Miss Janet Waldorf's dramatic season draws nearer the demand for seats increases and already large houses are assured for the first performances. A *Royal Divorce* has always been an unflinching success wherever it has been played, and with no strong company to interpret it there is every reason to expect crowded audiences throughout the season. Early application for seats is therefore advisable. H. E. Sir H. A. Blake, G.C.M.G., Lady Blake and suite will patronise the opening performance.

THE BLAKE PIER SHELTER.

On the principle that half a loaf is better than no bread, the public no doubt view with satisfaction the erection at last of a shelter on Blake Pier, though it is only of a temporary character. The shelter is of the kind generally known as a matched. It will be welcome to the community, but at the same time it is to be hoped that its existence will not be put forward as an excuse for delaying the erection of a permanent shelter when the Colonial exchequer is able to bear the cost.

THEATRE ROYAL.

Liberty Hall was repeated in the Theatre Royal yesterday evening by the A.D.C. before a well-filled house, those present including H.E. the Governor, Sir H. A. Blake, G.C.M.G., Lady Blake and Miss Blake, Sir John Keene (Private Secretary to H.E.), and Capt. Arbutnot, A.D.C., besides several prominent public officials. The familiarity with the different parts afforded by the public appearance of Thursday evening brought with it a greater degree of smoothness in the working of the play, and contributed distinctly to the success of a performance that was much enjoyed by all present.

The band of H.M.S. *Ocean* played the following selection of music during the evening:—
Overture, "William Tell," Rossini
Selection, "The Torador," Cappel
Valse, "Balsenene," Cappel
Mazurka, "La Czarine," Ganne
We find that we were once in calling Mr. Balloch a newcomer, for he has been a member of the A.D.C. since 1893, and his connection with the Club was only temporarily suspended since 1898. Mr. Balloch filled the title role in *Robinson Crusoe* in 1895 and was *Wormington* in *The Magistrate* in the same year. In 1898 he played *Sir Charles Grandison* in *A Partisan Rivalry* and *The Duke* in *The Duchess of Baywater*.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 14th November, 10.40 a.m.

POSTAGE BETWEEN ENGLAND
AND CHINA—LAND
AND SEA ROUTE.

Mr. J. Henniker Heaton, M.P., last night asked the Postmaster-General whether he was aware that letters from China to England arrived by the overland route in 26 days as against 44 days by steamer. Mr. Austen Chamberlain stated that he believed it was a fact that letters sent from Chefoo to London took 26 days on the journey. The possibilities of the Trans-Siberian route, he added would not be overlooked in settling the mail service of the future. The steamship contracts were terminable in January, 1905, by two years' previous notice.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 14th November, 11.33 a.m.

JAPANESE EVACUATE SHANGHAI
NEXT WEEK.

The Japanese garrison here has been ordered to evacuate Shanghai on the 22nd instant.

REUTERS' SERVICE.

LONDON, 12th November.

THE LATEST FALL IN SILVER.

The Standard states that the latest fall in silver is partly due to appointment of the Straits Currency Commission to consider the establishment of a gold currency.

[A telegram to Singapore, dated London, 5th November, says:—"A Colonial office committee has been appointed to consider the question of establishing a gold standard currency in the Straits Settlements and the Federated Malay States. The committee is composed as follows:—Sir David Barbour, Mr. William Adamson, C.M.G., and Messrs. Johnson and Blain of the Colonial Office and Treasury respectively. The first meeting of the committee will be held early this month." In connection with this subject the *Singapore Free Press* of the 6th inst. says:—"Government is evidently taking immediate action with regard to the currency question, for we understand that the Committee of the Chamber of Commerce is meeting to-day at Government's request to bring up to date the report furnished by it in 1897, when the currency question was being discussed. That report, it will be remembered, advocated the establishment of a gold currency on a 2s. basis, but owing to division amongst members of the Committee, Government did not take action thereon, the late Sir Charles Mitchell and Sir Alexander Swettenham preferring to shelve the question. The report goes largely into import and export figures, showing how the trade of the Colony had been and was being affected at that time by the dollar fluctuation and it is these figures in particular that Government is now anxious to have revised."—Ed. D.P.]

CHATEAU D'EU ON FIRE.

The Chateau d'Eu, belonging to the Duke of Orleans, is on fire, and threatened with total destruction.

THE EDUCATION BILL.

Mr. Balfour's motion to apply the closure by compartments has been adopted by 222 votes to 103. The discussion on the bill will close before the end of the month.

LONDON, 12th November.

SOMALILAND.

H. M. F. Dey has left Mombasa to examine the Italian ports to the north of Kenya, with a view to the practicability of leading troops for Somaliland.

CHATEAU D'EU DESTROYED.

The Chateau d'Eu has been totally destroyed, with the exception of a wing and a portion of the chapel. The literary and art treasures have been saved.

CRICKET.

The match, originally fixed for to-day—H.K.C.C. v. H.K. Football Club—has been indefinitely postponed and H.K.C.C. v. A Naval XI has been arranged instead. The following have been selected to play for the Club:—E. J. Davies, Capt. P. H. Parrott, R.A., P. W. Goldring, T. C. Gray, J. Hooper, J. E. Lee, W. R. Lemarchand, Lieut. M. B. Rimington, S.P., W. C. D. Turner, A. G. Ward, and J. A. Woodgate. Reserves:—Dr. J. M. Atkinson, G. O. Horon, and G. P. Lammeret. Play to commence at 11 a.m. sharp. During the match the massed Naval bands will play, from 3 to 5 p.m.

The following will represent Craigowgower Cricket Club in the match with the Civil Service Cricket Club at the Happy Valley to-day:—L. E. Lammeret, E. Ford, J. J. Kinnaird, A. O. Brown, R. Pestonji, J. P. Jordan, L. A. Ross, J. L. Stuart, J. H. Rutledge, E. Bass and M. E. Ager.

THE ATTACK ON AN EUROPEAN
ON THE WEST RIVER.

We have obtained the following further details about the murderous attack by West River pirates on Mr. Evans, constable in the service of the British Consulate at Canton:—

At 11.45 p.m. of the 12th inst., whilst the *Kong Nam*, Captain Austin, was en route from Hongkong to Canton, a little to the southward of Tiger Island signals of distress from a trading junk were observed. The *Kong Nam* bore down her, and ascertained that she had been pirated at 7.30 p.m., when off Cha Si, a village near Tiger Island. The pirates, of whom there were about 20, first fired a volley in the air, apparently to frighten the junk's crew, and then they boarded the junk, seized and bound all the crew, and on catching sight of a foreigner exclaimed, "Oh! here's a foreigner; let's kill him, as he can fight ten of us"; at the same time a shower of bullets was poured into him. After ransacking the junk from stem to stern, and taking everything of any value, even to a few live fowls, they began to depart in their dingy, but not before some of the party suggested throwing the body of the supposed dead man overboard, which however they did not carry into effect, owing to the pleading of the people on the junk. About \$1,000 in cash was stolen, besides everything of value they could lay hands on. The junk was boarded by the chief officer, who was accompanied by the chief engineer, of the *Kong Nam* (the latter having a knowledge of the Chinese language), and they found out an Englishman named Evans, who was for many years the British Consul's constable at Canton, and has only recently retired on a pension. The *Kong Nam* then steamed alongside of the junk and the wounded man was transferred to the steamer, where he was attended to by the officers, and his sufferings alleviated as far as it was possible for non-medical men to do. The steamer then proceeded at full speed to Canton, and on arrival there sent immediately for a doctor, who, on seeing the man, ordered his immediate removal to the hospital, which was promptly carried out. Mr. Evans was on passage to Hongkong with his wife (who is a native woman) and two children. The captain of the junk being a nephew of Mr. Evans, accounts for her husband's presence there as a passenger.

STREET DANGERS IN
HONGKONG.

It is not too much to say that that portion of Queen's Road between the Post Office and Lo Hoo Street would vie with many of the most congested London crossings in the matter of dangers to the pedestrian. The never ending double line of richly decorated motor-cars, the whole of the available walking space there. Then there is the frequent bicycle. One hears cyclists often complaining that they can ride their machines only at the imminent risk of a broken neck, for the tinkle of the alarm bell conveys no meaning to the richly-dressed or his confederate the chair-coach. Some wheelmen have resorted to the practice of carrying a stick at the handle-bar with which to persuade the obstructionists to "halve the road," thus following the example set by a very worthy member of the medical profession in the Colony. But while cyclists have no doubt ground of complaint, the general public who do not use the wheel have some cause to grumble at the cyclist. Cases of furious riding are far from being exceptional in the crowded streets of the city. Reckless riding, too, is common, entailing primarily perhaps danger to the rider but as often as not danger also to pedestrians. For instance, a cyclist was seen the other day coming down Battery Path at a high rate of speed without a brake. It was more by good luck than good guidance that he did not crash into a group of chairs and rickshaws standing at the bottom. Another cyclist rushed down the steep gradient of Ice House Street at break-neck speed, the only restraining agency being his foot stuck in the fork. One almost shivers to hear it related that a young lady came down Old Bailey some time ago in the same foolhardy fashion. Another danger to the legions exists in those heavy, lumbering hand-carts which stacked with bales or bottles come down with a rush from the side streets to the Queen's Road level. Especially is this nuisance obvious in the neighbourhood of D'Angular Street. It is a wonder that accidents are not more frequent than they appear to be. Of the same sort are the big water-carts of the P.W.D.; there also sometimes come down from the side streets, such as Garden Road, with a crowd of coolies hanging on in the rear in an endeavour to overcome the velocity of the descent. Surely commonsense should teach the coolies, or at any rate their overseers, to use a skid-brake. It is simple, anything but costly, and its effectiveness is beyond question. Slipped below one wheel it would retard the heaviest descending wagon and rob the terrors of the potential juggernauts of Hongkong.

THE CIRCUS.

There was a new programme introduced at Warren's Circus last night, and a crowded house witnessed the entertainment. The various items were very much enjoyed by all present, as was evinced by the frequency and warmth of the applause. In addition to the performance this evening there will be a matinee in the afternoon.

ANNUAL LICENSING COURT.

The annual session of Justices of the Peace, held at the Magistracy yesterday afternoon for the purpose of considering applications for publicans and adjunct licenses for the year 1902-1903. Mr. P. A. Hazell presided, and the other Justices present were Messrs. F. J. Badley, B. E. Hanson, W. H. Perdrig, G. C. Anderson, T. H. Reid, R. H. Craig, and C. A. D. Melbourne. All the licenses, twenty-five in number, were granted unanimously.

SPORTING NOTES.

To-day the Cricket Club was to have met the Football Club at the wicket, but owing to the action of some of the members of the latter, who scratched their names late in the week in order to give their services to the Rugby team which is to play the combined *Albion* and *Cressey* fifteen this afternoon, the fixture has fallen through. The conduct of the footballers can hardly be considered courteous, and the H.K.C.C. could not be blamed if they resented it. A match v. The Navy, however, has been fixed up to fill the vacancy. The Club team is moderately strong, but the composition of the Naval side has not yet transpired. The Navy could not doubt put in the field an eleven strong enough to defeat the Club's representatives to-day by a fairly heavy margin; but the eleven to-day is not likely to be anywhere near full strength.

The lamentable failure last Saturday of the Club "A" team before the bowling of H.M.S. *Tamar*, strengthened from the side which lost to the Craigowgower C.C. on the previous Saturday by the very important addition of Messrs. Carter and Greenstock, seems to have had one explanation, and that is that the Club batsmen were poor. An innings that only took 16 overs from the opposing bowlers to finish is inglorious except on an absolutely ruined wicket, and that the Cricket Ground wicket was not on the 8th inst. The *Tamar* bowlers were good, it is true, Carter and Greenstock in particular; and perhaps Greenstock is the better of the two, though Carter secured the superior analysis. The bowling of Lumble, who plays to-day for the Civil Service Club v. the Craigowgower C.C., was a redeeming feature of the match from the Club's point of view, and Lumble should certainly be watched with an eye to the future.

The Rugby footballers, with the aid of the deserters from the cricket match, have to encounter a strong combination in the *Albion* and *Cressey* men. With Jordan back at half to partner the agile Arthur there should be an improvement in the second line, and could the Club get a settled quartette of three-quarters prospects might look brighter for them. The forwards, if they turn out as advertised, should render a good account of themselves. The Happy Valley ground has been a little more suitable for Rugby of late than it used to be in Hongkong, and it is fortunate that Rugbyists are able to take advantage of the softer conditions.

The Association section of the H.K.F.C. is racing again, the Shield (the being still far distant. The six-a-side competition, this year has been a noted success, and though Wolfe's team won all its games except the first game with *Rutherford's* team, which was a draw, yet *Rutherford's* team was also unbeaten until Wednesday's match, the loss to Bonnet's team being ruled out and the replayed game giving *Rutherford's* a runaway victory. The final game was rather one-sided, Wolfe's men showing a great improvement on the scrambling form of the drawn game last month.

I had intended to speak of the Yacht Club's very successful opening a fortnight ago, but the subject is rather stale now, so I need only mention that, judging by the result of the racing, the two new boats, *Diana* and *Vernam*, will apparently have the better of *Alumna*, at any rate in a strong breeze. Of the other boats *Miri* in her new rig seems much improved and I hope to see her sporting owner pull off a few wins before he leaves the Colony, as last year his chances with her were spoilt owing to the fact that he got his sails for another design from that finally decided on by the Yacht Club. The Boat Club and V.R.C. are providing the usual sailing access in their regatta for yachts, which fact no doubt will stimulate interest in yachting here. This is as it ought to be with the opportunities afforded by this excellent harbor at our very doors.

The annual general meeting of the Boat Club was held on Thursday in the Gymnasium of the Club, when a fairly good number of members were present. A distinctly satisfactory balance-sheet was submitted and the accounts passed, at once the officers of the Club were re-elected en bloc, and a general committee and balloting committee retained almost *ad hoc* ante. So smoothly was the business conducted that within half an hour a vote of thanks was passed to the Hon. F.R. May who presided and the meeting broke up and formed itself into various unofficial sub-committees in the bar. The club premises are exceptionally well attended just now, in view of the approaching regatta, indeed the resources of the Club in the matter of boats are put to a considerable strain. So many men are available that the entries for many of the different events will probably be unprecedented in the Colony, e.g. the Ladies' Purse, which looks like starting eight boats. A neat general meeting it was noted with pleasure that the Hon. Secretary has created a precedent by attending in evening dress on this particular occasion, however, this was somewhat counteracted by the appearance of certain members in boating costumes of well-worked apparels, and so, some of the tone was lost, but it is to be hoped that the Hon. Secretary will not be discouraged and that the precedent will be adhered to.

The Polo Committee, I hear, are much perturbed in mind about the very short attendance of playing members just lately, but hope that this state of affairs won't last. The ground was never in such good playing form as it is just now, so it is a pity more of the many men who own animals that could play a little trouble were taken with them do not join in and begin.

for having once started I am sure they would be the keenest supporters of Polo.

The Interpol Rifle Match is over and for the third time in the history of the match Hongkong takes third place, the previous occasions being in 1889 and 1895. Hongkong, as my readers know, could only put together 875 on Wednesday, 26 less than last year, although the nine of the team who took part in the practice shoot last Saturday totalled 837, an average of 93 a man. Hongkong only made four scores between 90 and 100, while Mr. Stackwood scored absolutely off colour at every distance. Mr. Parkes' 97 was a consistent exhibition, made up of 32 at 200, 32 at 300, and 33 at 600 yds. Hongkong has now 9 wins, Shanghai 2, and Singapore 2, in 15 matches. Shanghai's expectations of rendering a good account of itself against the Southern ports have been realised and the team is to be congratulated upon a fine performance. Their previous win was in 1889, the first year of the competition. Singapore has added 9 points to its last year's total and Penang 60—a striking advance, which yet leaves them a long way last.

The Haskell bull has made its appearance on the Happy Valley golf links and last week an American visitor with its aid tried conclusions with our local champion. Mr. Forrest, however, successfully upheld his reputation. The visitor, however, played a round of 39 with borrowed club—no small feat. There are other Hasskells about, it is said.

OMPAX.

POLICE COURT.

Friday, 14th November.

BEFORE MR. F. A. HAZELAND
(POLICE MAGISTRATE).

FIRING CRACKERS.

In their desire to propitiate some particular deity, two Chinese boatmen who were firing crackers in the harbour forgot that they were doing so during prohibited hours. A Chinese member of the Water Police was alive to the situation, however, and summoned the two enthusiasts, who were fined \$2 each.

UNLAWFUL POSSESSION.

Sergeant O'Sullivan was on duty in a saupan in Tai Kok Tsui Bay on Thursday afternoon, and saw a number of men along the shore, some of whom were carrying a cargo of coal. Sergeant O'Sullivan placed three men under arrest, and two of them, the respective masters of the boats, were fined \$50 each for the unlawful possession in one case of \$2.50 worth of coal and in the other of coal valued at \$5. The third man, a Juki on the cedar-boat, was discharged.

THEFT ON THE "TALON."

Chan To, the master of a saupan, pleaded not guilty to stealing one silver watch, three metal watches, two silver watch chains, and one brass watch chain, the property of J. Brookings, J. Hoar, and J. F. Baker, chief stokers on H.M.S. "Talon."

A private in the Royal Marine Light Infantry named Daniel Jones described a struggle which he saw on the upper deck of the "Talon" between one of the complainants and the defendant, who threw a couple of watches down a hatchway.

Frederick Baker gave evidence as to having seen the defendant commit the theft, and the watches and chains having been identified by their respective owners, the accused was sentenced to 14 months' hard labour.

BEFORE MR. E. D. C. WOLFE (ACTING
POLICE MAGISTRATE).

REFUSING LEGAL HIRE.

On the complaint of P. P. J. Wodehouse, Assistant Superintendent of Police, Wong Hoi, a ricksha-coller, was fined \$5 for refusing to accept legal hire, without reasonable cause, when unemployed.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.

Harvest Festival.

16th November; 25th Sunday after Trinity.
Matins (11 a.m.).

Responses, Tallis; Venite, Kempton; Proper Psalms, 65 (Barrett) and 145 (Crotch). To Deum, Hayes, Russell and Steiner; Benedictus, Barnby in E; Anthem, "O give thanks unto the Lord," R. Smart; Hymns, 381; Kyrie, Hopkins in C (2); Offertory, Hymn, 392.

Evangelium (5.45 p.m.).

Responses, Tallis; Proper Psalms, 67 (Wodehouse) and 147 (Bathurst); Magnificat, Fitzherbert in F (24th B); Nunc Dimittis, Wickes in E (10th E); Hymns, 388, 362 and 369; Yeaser Hymn, Steane.

GOSPEL HALL.

6, Arsenal Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday—Acts 2, 11 a.m.; Gospel Address, 6 p.m.
Tuesday—Soldiers and Sailors' Bible Class, 6 p.m.

Thursday—General Bible Class, 6 p.m.
Saturday—Prayer Meeting, 6 p.m.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *India*, with the next French mail, left Saigon yesterday, at 11 p.m. for this port.

The O. & Q. steamer *Coptic*, with mails, &c., left Nagasaki for Manila on the 13th inst., at 1 p.m. Mails transferred to the steamer *Tartar*, expected here on the 18th inst.

The Imperial German mail steamer *Preussen*, which left here on the 10th ult., arrived at Genoa on the 13th inst., p.m.

The C.M. steamer *Tenaka* left Singapore on the 13th inst., and is expected here on the 18th inst.

The Boston Tow Boat Co.'s steamer *Lynx* left Vladivostok on the 10th inst.

The O.R. steamer *Tartar* arrived at Nagasaki at 6.30 a.m. on the 13th inst., and left again at 5 p.m. same day for Shanghai, where she is due to arrive at 10 a.m., to-day.

The N.P. steamer *Victoria* arrived at Tacoma from Japan and Hongkong, on the 11th inst.

The N.D. steamer *Strasbourg*, from Hamburg, left Singapore yesterday morning, and is expected here on or about the 20th inst.

JAPAN AND THE SIAMESE QUESTION.

[FROM A SPECIAL CORRESPONDENT.]

Tokyo, 5th November.

By the end of this month the Crown Prince of Siam will arrive here from America, a special envoy from the Siamese Court will arrive here from Bangkok in Siam's biggest "war-vessel," the Japanese Minister from Bangkok will also arrive here; and there will probably be more talk of a matrimonial alliance between the royal houses of Siam and Japan, and of a rapprochement between the countries over which those royal houses rule. I should therefore like to give in the present paper some general ideas of Japan's attitude towards Siam so far as I have been able to understand that attitude.

In the first place, I must say that there is no truth in the talk about the matrimonial scheme just alluded to; and it may safely be insisted on that no Siamese Prince has any prospect of carrying off to Bangkok as his bride a daughter of the Mikado. King Chulalongkorn would probably like such an alliance very well, but I do not think the Japanese would, and that for various reasons. In the first place the Siamese Royal family is not good enough for them: the common people at any rate would hardly be inclined to regard with satisfaction the marriage of an Imperial Princess, coming of a semi-divine family, to the future ruler of a small, imperfectly known and backward state which was long tributary to China.

On the other hand, the emperor of Japan would very heartily dislike any connection that would tend to bring them into conflict, not only with France but perhaps with England. Then again the future of Siam is doubtful. It can scarcely follow in the footsteps of Japan for the good reason that the strong middle class which brought about the Restoration in this country and of which Marquis Ito, Count Okuma, Count Inagaki and other famous men among the new peers were the leaders is non-existent in Siam. These reasons tell equally against an alliance or a rapprochement between the two countries.

From a sentimental point of view such an alliance would be fine; but the Empire of Japan is not ruled by sentimentalists, as has often been shown. It is ruled by very long-headed, unexcitable, well-informed men who are perfectly well aware that Europe is extremely touchy on the subject of a Yellow League, and that any steps on Japan's part to form such a league would probably lose her the alliance of Great Britain and perhaps deal a death-blow to her future development.

At the same time it must be confessed that in Japan there is a small jingoist section headed by Prince Koyama which warmly sympathises with Siam and which would perhaps take an imprudent pleasure in showing that sympathy if it had the chance. The Japanese generally know little about Siam and care less, their whole attention being concentrated on Korea and China; but some sympathy for Siam, accompanied by some corresponding irritation against France, was lately excited among the general public in this country by the violence of the French papers on the occasion of the engagement by the Siamese of a Japanese judge as legal adviser. This led the Japanese papers to point out that they had never made any objection when French employees are employed by the Korean Government; and also to study the Siamese question for themselves, with the result that they found the French case to be absurd. This was owing perhaps to the bad manner in which that case was presented by the French prints of Tonkin and Annam—one of these papers *L'Indo-Chinoise* Republicanism blaming the French Government latterly for not allowing the French authorities in Annam to cross the Mekong and annex as much as they liked of the territory that lay on the other side.

The news of the recently concluded treaty between France and Siam has not served to make the Japanese feel better inclined towards the former country or, he is disposed to regard the latter as having been balked. To better understand their feelings on this point, it must be remembered that shortly after the conclusion of the Anglo-Japanese alliance the French Press worked itself into a tremendous passion over what it regarded as French designs in Siam and Tonkin—a passion which the recent Franco-Siamese treaty now proves to have been simulated with the object of withdrawing attention from the negotiations that were to end in the loss of so much Siamese territory. The Japanese feel somewhat sore in consequence; and the *Japan Times*, a well-informed paper edited by Japanese, voices their feelings in the following editorial:—

"When the Franco-Russian Alliance or rather its extension over the Far East was announced shortly after the publication of the Anglo-Japanese Alliance last Spring, we did not hesitate to welcome the announcement as an additional guarantee of peace in these quarters. Since then, however, hints have not been lacking which would indicate that the extension was to mark the beginning of a new policy of intrigue and coercion on the part of the agents of the two Powers in Eastern Asia. And if the conclusion of a new treaty between France and Siam which we reported yesterday is to be regarded as a first fruit of the alliance in its extended form it may justly be said that all the Asiatic states are now confronted with a very serious outlook. The Japanese will not be the first people to suspect some relation between the Franco-Russian alliance and the new Franco-Siamese treaty and full particulars in the latter connection when they are received here should be made a subject of careful study, especially as one of the most influential of the Parisian papers, according to a Reuter despatch we publish this morning, is apparently well satisfied with its terms and it would mean that France has had everything

her own way. In the meantime we notice that Siam is engaged in or rather is being inveigled into another trouble of a more or less international character as some cuttings we give elsewhere would show. We cannot help doubting the wisdom of harassing Siam with another cause of embarrassment at this moment, at least from the British side."

The latter allusion is of course to the alleged occupation of the Malay state of Kelantan by the British; and the boldness of it on the part of a semi-official organ and in face of the Anglo-Japanese alliance is to be admired. These frank expressions seem to indicate that, however calm and prudent may be the statesmen who now sway the destinies of Japan, the popular imagination in this country is not quite uninfluenced by the dream of a Free Asia.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 14th November:—Business during the past week has been quiet, but, with a few exceptions, rates continue to be fairly well maintained.

BANKS.—Hongkong and Shanghai have ruled steadily with sales at 88 1/2. The London quotation is unaltered at 88 1/2. 10. 0d. Nationals can be procured at 82 1/2.

MARINE INSURANCES.—Unions have sold and are in further request at 2400. China Traders after sales at 232 are enquired for at 233. Other stocks under this head are unchanged.

FIRE INSURANCES.—Hongkong Fire are on offer at 350. China have been placed at 385.

SHIPPING.—Hongkong, Canton and Macao have been booked at 37 1/2 and close steady. Indo-China have steadily advanced to 10 1/2 and close with some sellers at 10 1/2. China and Manilla continue in request at 8 1/2. Douglas after sales at 8 1/2 are enquired for at 8 1/2. Star Ferries close steady at 8 1/2 (old) and 8 1/2 (new) with sales at the rates. Shell Transports have changed ownership at the reduced rate of 1 1/2, 10s. 0d.

RENTS.—China Sugars after sales at 10 1/2 and 10 1/2 are procurable to some extent at 90. Luzons continue in request at 15.

MIXING.—Punjons have sold at 8 1/2 and close with sellers at 8 1/2. Charbonnages and Jelebas are unchanged. Rafts can be placed at 8 1/2.

DOCKS, WHARVES & GODOWNS.—Hongkong and Whampoa Docks have sold at 21 1/2 and more shares are procurable at the lower quotation. Kowloon Docks have improved to 3 1/2 with sales and further buyers. West Point continue in request at 4 1/2. Empress's Estate are sold with buyers at 3 1/2. Hongkong Hotels have sold at 13 1/2 and 13 1/2 are strong at the latter rate. Oriente Hotels can be procured at 4 1/2.

COTTON MILLS.—Hongkong Cottons can be placed at 8 1/2. Lion King-mills have improved in the north to 13 1/2.

MISCELLANEOUS.—Green Island Cement have sold and more shares are procurable at 2 1/2. China Biscuits have been booked at the reduced rate of 8 1/2. A. S. Watsons have sold up to 15 1/2, closing with probable sellers at the rate. Ropes are offering at 12 1/2. Fenwicks have sold and are in further request at 8 1/2. Electric (new) are in strong request at 8 1/2. Steam Water-boats are procurable at 8 1/2. China Provident have been booked at 10 and are further procurable at the rate. Porells can be placed at 10 and 10 1/2.

MIXING.—Hongkong and Whampoa Docks have sold at 13 1/2 and 13 1/2 are strong at the latter rate. Oriente Hotels can be procured at 4 1/2.

COTTON MILLS.—Hongkong Cottons can be placed at 8 1/2. Lion King-mills have improved in the north to 13 1/2.

MISCELLANEOUS.—Green Island Cement have sold and more shares are procurable at 2 1/2. China Biscuits have been booked at the reduced rate of 8 1/2. A. S. Watsons have sold up to 15 1/2, closing with probable sellers at the rate. Ropes are offering at 12 1/2. Fenwicks have sold and are in further request at 8 1/2. Electric (new) are in strong request at 8 1/2. Steam Water-boats are procurable at 8 1/2. China Provident have been booked at 10 and are further procurable at the rate. Porells can be placed at 10 and 10 1/2.

MIXING.—Hongkong and Whampoa Docks have sold at 13 1/2 and 13 1/2 are strong at the latter rate. Oriente Hotels can be procured at 4 1/2.

COTTON MILLS.—Hongkong Cottons can be placed at 8 1/2. Lion King-mills have improved in the north to 13 1/2.

MISCELLANEOUS.—Green Island Cement have sold and more shares are procurable at 2 1/2. China Biscuits have been booked at the reduced rate of 8 1/2. A. S. Watsons have sold up to 15 1/2, closing with probable sellers at the rate. Ropes are offering at 12 1/2. Fenwicks have sold and are in further request at 8 1/2. Electric (new) are in strong request at 8 1/2. Steam Water-boats are procurable at 8 1/2. China Provident have been booked at 10 and are further procurable at the rate. Porells can be placed at 10 and 10 1/2.

MIXING.—Hongkong and Whampoa Docks have sold at 13 1/2 and 13 1/2 are strong at the latter rate. Oriente Hotels can be procured at 4 1/2.

COTTON MILLS.—Hongkong Cottons can be placed at 8 1/2. Lion King-mills have improved in the north to 13 1/2.

MISCELLANEOUS.—Green Island Cement have sold and more shares are procurable at 2 1/2. China Biscuits have been booked at the reduced rate of 8 1/2. A. S. Watsons have sold up to 15 1/2, closing with probable sellers at the rate. Ropes are offering at 12 1/2. Fenwicks have sold and are in further request at 8 1/2. Electric (new) are in strong request at 8 1/2. Steam Water-boats are procurable at 8 1/2. China Provident have been booked at 10 and are further procurable at the rate. Porells can be placed at 10 and 10 1/2.

MIXING.—Hongkong and Whampoa Docks have sold at 13 1/2 and 13 1/2 are strong at the latter rate. Oriente Hotels can be procured at 4 1/2.

COTTON MILLS.—Hongkong Cottons can be placed at 8 1/2. Lion King-mills have improved in the north to 13 1/2.

MISCELLANEOUS.—Green Island Cement have sold and more shares are procurable at 2 1/2. China Biscuits have been booked at the reduced rate of 8 1/2. A. S. Watsons have sold up to 15 1/2, closing with probable sellers at the rate. Ropes are offering at 12 1/2. Fenwicks have sold and are in further request at 8 1/2. Electric (new) are in strong request at 8 1/2. Steam Water-boats are procurable at 8 1/2. China Provident have been booked at 10 and are further procurable at the rate. Porells can be placed at 10 and 10 1/2.

MIXING.—Hongkong and Whampoa Docks have sold at 13 1/2 and 13 1/2 are strong at the latter rate. Oriente Hotels can be procured at 4 1/2.

COTTON MILLS.—Hongkong Cottons can be placed at 8 1/2. Lion King-mills have improved in the north to 13 1/2.

MISCELLANEOUS.—Green Island Cement have sold and more shares are procurable at 2 1/2. China Biscuits have been booked at the reduced rate of 8 1/2. A. S. Watsons have sold up to 15 1/2, closing with probable sellers at the rate. Ropes are offering at 12 1/2. Fenwicks have sold and are in further request at 8 1/2. Electric (new) are in strong request at 8 1/2. Steam Water-boats are procurable at 8 1/2. China Provident have been booked at 10 and are further procurable at the rate. Porells can be placed at 10 and 10 1/2.

MIXING.—Hongkong and Whampoa Docks have sold at 13 1/2 and 13 1/2 are strong at the latter rate. Oriente Hotels can be procured at 4 1/2.

COTTON MILLS.—Hongkong Cottons can be placed at 8 1/2. Lion King-mills have improved in the north to 13 1/2.

MISCELLANEOUS.—Green Island Cement have sold and more shares are procurable at 2 1/2. China Biscuits have been booked at the reduced rate of 8 1/2. A. S. Watsons have sold up to 15 1/2, closing with probable sellers at the rate. Ropes are offering at 12 1/2. Fenwicks have sold and are in further request at 8 1/2. Electric (new) are in strong request at 8 1/2. Steam Water-boats are procurable at 8 1/2. China Provident have been booked at 10 and are further procurable at the rate. Porells can be placed at 10 and 10 1/2.

MIXING.—Hongkong and Whampoa Docks have sold at 13 1/2 and 13 1/2 are strong at the latter rate. Oriente Hotels can be procured at 4 1/2.

COTTON MILLS.—Hongkong Cottons can be placed at 8 1/2. Lion King-mills have improved in the north to 13 1/2.

MISCELLANEOUS.—Green Island Cement have sold and more shares are procurable at 2 1/2. China Biscuits have been booked at the reduced rate of 8 1/2. A. S. Watsons have sold up to 15 1/2, closing with probable sellers at the rate. Ropes are offering at 12 1/2. Fenwicks have sold and are in further request at 8 1/2. Electric (new) are in strong request at 8 1/2. Steam Water-boats are procurable at 8 1/2. China Provident have been booked at 10 and are further procurable at the rate. Porells can be placed at 10 and 10 1/2.

MIXING.—Hongkong and Whampoa Docks have sold at 13 1/2 and 13 1/2 are strong at the latter rate. Oriente Hotels can be procured at 4 1/2.

COTTON MILLS.—Hongkong Cottons can be placed at 8 1/2. Lion King-mills have improved in the north to 13 1/2.

MISCELLANEOUS.—Green Island Cement have sold and more shares are procurable at 2 1/2. China Biscuits have been booked at the reduced rate of 8 1/2. A. S. Watsons have sold up to 15 1/2, closing with probable sellers at the rate. Ropes are offering at 12 1/2. Fenwicks have sold and are in further request at 8 1/2. Electric (new) are in strong request at 8 1/2. Steam Water-boats are procurable at 8 1/2. China Provident have been booked at 10 and are further procurable at the rate. Porells can be placed at 10 and 10 1/2.

MIXING.—Hongkong and Whampoa Docks have sold at 13 1/2 and 13 1/2 are strong at the latter rate. Oriente Hotels can be procured at 4 1/2.

COTTON MILLS.—Hongkong Cottons can be placed at 8 1/2. Lion King-mills have improved in the north to 13 1/2.

THE GREATEST 16TH CENTURY PORTUGUESE.

Last month a statue was unveiled by King Carlos at Lisbon of Afonso de Albuquerque, the famous Indian Governor, who, on February 17, 1510, in command of a Portuguese fleet of twenty ships of the line, with twelve hundred fighting men, captured the city of Goa, and so laid the foundations of Portuguese rule in India. The monument, apart from the statue, is a magnificent structure in white marble, designed in the style of the period of King Emmanuel the Fortunate, and is erected on a spot opposite the Royal Palace, and facing the Tagus.

The London Standard writes as follows of the above event:—

The Monument to Afonso de Albuquerque, erected on the banks of the Tagus, is a fitting, if somewhat tardy, recognition of the great deeds performed by the militant Statesman who laid the foundations of Portuguese power in Asia. By his exploits on sea and land, and by the far-sighted resolution of his policy, he won for Portugal that monopoly of Indo-European commerce which was only lost when his country no longer produced men capable of carrying out his conceptions. Never, perhaps, in the world's history has trade followed the flag so closely, and, for a time, with such splendid success. No Empire-builder has ever seized more surely the secret of dominion beyond the seas. Albuquerque's predecessor, Francisco de Almeida, the first Portuguese Viceroy in India, had seen but half the truth. He aimed only at maritime supremacy. "The greater the number of fortresses you hold," he wrote to King Emmanuel, "the weaker will be your power. Let all our forces be on the sea." Albuquerque had wider aims. He proposed to begin with, that the Mohammedan trade of Asia should be intercepted by holding the entrances to the Persian Gulf and Red Sea; with which object he had a strong fortress at Ormuz and blocked Aden. By the capture of Goa, as Sir William Hunter pointed out, he put the seal to Portugal's maritime supremacy along the South-west coast of India, and laid the first foundations of territorial rule in the Peninsula. "Your Highness," he told King Emmanuel, "may be sure that, so long as I am Governor, I shall not send you painted pictures of fictitious places, but rather of kingdoms taken by force. I deliver you from their masters and fortified by me in such a manner that they may be a good account of themselves in all time. Nor was his energy confined to India and the Arabian Sea. His design was also to make himself master of the sources of Mohammedan trade in the Farther East. He captured Malacca and built a fort there which dominated the Malay Peninsula for a century. The contrast between his policy and that of Almeida is strongly marked in a speech delivered to his countrymen at Malacca, in which he said: "My will and determination is," he told them, "to fight not to hazard men on land, except in those parts wherein I must build a fortress to maintain them." Coupled with the mastery of the sea, he insisted on obtaining a long line of supports on shore, from which to get both revenue and supplies. Not all his plans, perhaps, were equally sagacious. One project, which he hoped to execute with the aid of workmen from Malacca, was the construction of an irrigation canal for the sugar fields, with a view to divert the waters of the Nile to the Red Sea, a tunnel being cut through the mountains of Abyssinia, "so as to ruin Cairo." Another enterprise—also suggested, says a Portuguese historian, Barbosa Machado, by the magnanimity of his heart—was the fitting out of an expedition of four hundred horsemen to raid Mecca, and carry away the bones of the Prophet Mohammed, and that, "these being publicly refused to deliver to his countrymen, he might be contented." But Albuquerque, of course, is judged by the successes which he actually achieved, and by the magnitude of the obstacles he encountered and overcame. Among the latter may undoubtedly be reckoned the ineffectual support he often received from the authorities at Lisbon. Letters are extant in which he complains of the inferior material of war sent out for his troops and seamen—ears too small for the galley, pikes of flimsy beach wood, and damaged breastplates polished with tin. Nor did his Government ever raise him to the full rank of viceroys, and when he had been governor for six glorious years he was superseded. "In bad repulse," he exclaimed, "with men because of the King, and with the King, because of men, it were well that I were gone," and dying at sea outside Goa Bar, the valiant captain and venturesome statesman left his work to be carried on for a while, and then destroyed, by others. He expressed a wish that his remains should be taken to Portugal, and some fifty years after his death this was done. Over his tomb is the inscription, "Let him that does more than this take precedence."

The Monument to Afonso de Albuquerque, erected on the banks of the Tagus, is a fitting, if somewhat tardy, recognition of the great deeds performed by the militant Statesman who laid the foundations of Portuguese power in Asia. By his exploits on sea and land, and by the far-sighted resolution of his policy, he won for Portugal that monopoly of Indo-European commerce which was only lost when his country no longer produced men capable of carrying out his conceptions. Never, perhaps, in the world's history has trade followed the flag so closely, and, for a time, with such splendid success. No Empire-builder has ever seized more surely the secret of dominion beyond the seas. Albuquerque's predecessor, Francisco de Almeida, the first Portuguese Viceroy in India, had seen but half the truth. He aimed only at maritime supremacy. "The greater the number of fortresses you hold," he wrote to King Emmanuel, "the weaker will be your power. Let all our forces be on the sea." Albuquerque had wider aims. He proposed to begin with, that the Mohammedan trade of Asia should be intercepted by holding the entrances to the Persian Gulf and Red Sea; with which object he had a strong fortress at Ormuz and blocked Aden. By the capture of Goa, as Sir William Hunter pointed out, he put the seal to Portugal's maritime supremacy along the South-west coast of India, and laid the first foundations of territorial rule in the Peninsula. "Your Highness," he told King Emmanuel, "may be sure that, so long as I am Governor, I shall not send you painted pictures of fictitious places, but rather of kingdoms taken by force. I deliver you from their masters and fortified by me in such a manner that they may be a good account of themselves in all time. Nor was his energy confined to India and the Arabian Sea. His design was also to make himself master of the sources of Mohammedan trade in the Farther East. He captured Malacca and built a fort there which dominated the Malay Peninsula for a century. The contrast between his policy and that of Almeida is strongly marked in a speech delivered to his countrymen at Malacca, in which he said: "My will and determination is," he told them, "to fight not to hazard men on land, except in those parts wherein I must build a fortress to maintain them." Coupled with the mastery of the sea, he insisted on obtaining a long line of supports on shore, from which to get both revenue and supplies. Not all his plans, perhaps, were equally sagacious. One project, which he hoped to execute with the aid of workmen from Malacca, was the construction of an irrigation canal for the sugar fields, with a view to divert the waters of the Nile to the Red Sea, a tunnel being cut through the mountains of Abyssinia, "so as to ruin Cairo." Another enterprise—also suggested, says a Portuguese historian, Barbosa Machado, by the magnanimity of his heart—was the fitting out of an expedition of four hundred horsemen to raid Mecca, and carry away the bones of the Prophet Mohammed, and that, "these being publicly refused to deliver to his countrymen, he might be contented." But Albuquerque, of course, is judged by the successes which he actually achieved, and by the magnitude of the obstacles he encountered and overcame. Among the latter may undoubtedly be reckoned the ineffectual support he often received from the authorities at Lisbon. Letters are extant in which he complains of the inferior material of war sent out for his troops and seamen—ears too small for the galley, pikes of flimsy beach wood, and damaged breastplates polished with tin. Nor did his Government ever raise him to the full rank of viceroys, and when he had been governor for six glorious years he was superseded. "In bad repulse," he exclaimed, "with men because of the King, and with the King, because of men, it were well that I were gone," and dying at sea outside Goa Bar, the valiant captain and venturesome statesman left his work to be carried on for a while, and then destroyed, by others. He expressed a wish that his remains should be taken to Portugal, and some fifty years after his death this was done. Over his tomb is the inscription, "Let him that does more than this take precedence."

The Monument to Afonso de Albuquerque, erected on the banks of the Tagus, is a fitting, if somewhat tardy, recognition of the great deeds performed by the militant Statesman who laid the foundations of Portuguese power in Asia. By his exploits on sea and land, and by the far-sighted resolution of his policy, he won for Portugal that monopoly of Indo-European commerce which was only lost when his country no longer produced men capable of carrying out his conceptions. Never, perhaps, in the world's history has trade followed the flag so closely, and, for a time, with such splendid success. No Empire-builder has ever seized more surely the secret of dominion beyond the seas. Albuquerque's predecessor, Francisco de Almeida, the first Portuguese Viceroy in India, had seen but half the truth. He aimed only at maritime supremacy. "The greater the number of fortresses you hold," he wrote to King Emmanuel, "the weaker will be your power. Let all our forces be on the sea." Albuquerque had wider aims. He proposed to begin with, that the Mohammedan trade of Asia should be intercepted by holding the entrances to the Persian Gulf and Red Sea; with which object he had a strong fortress at Ormuz and blocked Aden. By the capture of Goa, as Sir William Hunter pointed out, he put the seal to Portugal's maritime supremacy along the South-west coast of India, and laid the first foundations of territorial rule in the Peninsula. "Your Highness," he told King Emmanuel, "may be sure that, so long as I am Governor, I shall not send you painted pictures of fictitious places, but rather of kingdoms taken by force. I deliver you from their masters and fortified by me in such a manner that they may be a good account of themselves in all time. Nor was his energy confined to India and the Arabian Sea. His design was also to make himself master of the sources of Mohammedan trade in the Farther East. He captured Malacca and built a fort there which dominated the Malay Peninsula for a century. The contrast between his policy and that of Almeida is strongly marked in a speech delivered to his countrymen at Malacca, in which he said: "My will and determination is," he told them, "to fight not to hazard men on land, except in those parts wherein I must build a fortress to maintain them." Coupled with the mastery of the sea, he insisted on obtaining a long line of supports on shore, from which to get both revenue and supplies. Not all his plans, perhaps, were equally sagacious. One project, which he hoped to execute with the aid of workmen from Malacca, was the construction of an irrigation canal for the sugar fields, with a view to divert the waters of the Nile to the Red Sea, a tunnel being cut through the mountains of Abyssinia, "so as to ruin Cairo." Another enterprise—also suggested, says a Portuguese historian, Barbosa Machado, by the magnanimity of his heart—was the fitting out of an expedition of four hundred horsemen to raid Mecca, and carry away the bones of the Prophet Mohammed, and that, "these being publicly refused to deliver to his countrymen, he might be contented." But Albuquerque, of course, is judged by the successes which he actually achieved, and by the magnitude of the obstacles he encountered and overcame. Among the latter may undoubtedly be reckoned the ineffectual support he often received from the authorities at Lisbon. Letters are extant in which he complains of the inferior material of war sent out for his troops and seamen—ears too small for the galley, pikes of flimsy beach wood, and damaged breastplates polished with tin. Nor did his Government ever raise him to the full rank of viceroys, and when he had been governor for six glorious years he was superseded. "In bad repulse," he exclaimed, "with men because of the King, and with the King, because of men, it were well that I were gone," and dying at sea outside Goa Bar, the valiant captain and venturesome statesman left his work to be carried on for a while, and then destroyed, by others. He expressed a wish that his remains should be taken to Portugal, and some fifty years after his death this was done. Over his tomb is the inscription, "Let him that does more than this take precedence."

The Monument to Afonso de Albuquerque, erected on the banks of the Tagus, is a fitting, if somewhat tardy, recognition of the great deeds performed by the militant Statesman who laid the foundations of Portuguese power in Asia. By his exploits on sea and land, and by the far-sighted resolution of his policy, he won for Portugal that monopoly of Indo-European commerce which was only lost when his country no longer produced men capable of carrying out his conceptions. Never, perhaps, in the world's history has trade followed the flag so closely, and, for a time, with such splendid success. No Empire-builder has ever seized more surely the secret of dominion beyond the seas. Albuquerque's predecessor, Francisco de Almeida, the first Portuguese Viceroy in India, had seen but half the truth. He aimed only at maritime supremacy. "The greater the number of fortresses you hold," he wrote to King Emmanuel, "the weaker will be your power. Let all our forces be on the sea." Albuquerque had wider aims. He proposed to begin with, that the Mohammedan trade of Asia should be intercepted by holding the entrances to the Persian Gulf and Red Sea; with which object he had a strong fortress at Ormuz and blocked Aden. By the capture of Goa, as Sir William Hunter pointed out, he put the seal to Portugal's maritime supremacy along the South-west coast of India, and laid the first foundations of territorial rule in the Peninsula. "Your Highness," he told King Emmanuel, "may be sure that, so long as I am Governor, I shall not send you painted pictures of fictitious places, but rather of kingdoms taken by force. I deliver you from their masters and fortified by me in such a manner that they may be a good account of themselves in all time. Nor was his energy confined to India and the Arabian Sea. His design was also to make himself master of the sources of Mohammedan trade in the Farther East. He captured Malacca and built a fort there which dominated the Malay Peninsula for a century. The contrast between his policy and that of Almeida is strongly marked in a speech delivered to his countrymen at Malacca, in which he said: "My will and determination is," he told them, "to fight not to hazard men on land, except in those parts wherein I must build a fortress to maintain them." Cou

OCEAN STEAM SHIP COMPANY, LD.

FROM	OUTWARDS	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 3rd December.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 15th December.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 31st December.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 8th January.	

FOR	HOMEWARDS	STEAMERS	TO SAIL
LIVERPOOL Direct	"DEUCALION"	On 17th November.	
(Taking Cargo at London Rates)	"TANTALUS"	On 25th November.	
LONDON	"ALCINOUS"	On 30th December.	
AMSTERDAM and LONDON	"ULYSSES"	On 23rd December.	
(Taking Cargo at London Rates)	"PELEUS"	On 31st January.	
LONDON	"ANTENOR"	On 20th January.	
LIVERPOOL	"TYDEUS"	On 20th January.	

(Taking Cargo at London Rates)
The S.S. "ALCINOUS" has arrived, and leaves for Shanghai to-day.
The S.S. "LAERTES" left Singapore on the 5th inst., and is expected here on the 12th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 15th November, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	OUTWARDS	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TEENKAI"	On 19th November.	
GLASGOW and LIVERPOOL	"MOYUNE"	On 27th November.	
GLASGOW and LIVERPOOL	"OOPACK"	On 10th December.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 25th December.	

FOR	TRANS-PACIFIC SERVICE	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"AGAMEMNON"	On 19th November.	
all PACIFIC COAST PORTS, via	"MOYUNE"	On 27th December.	
NAGASAKI, KOBÉ, and YOKOHAMA	"OOPACK"	On 10th December.	
The S.S. "PINGSUBY" left Kobe on Sunday, and is due here on the 9th inst.			
The S.S. "TEENKAI" left Singapore on the 13th inst., and is expected here on the 19th inst.			

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 15th November, 1902.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINKIANG"	On 17th November.
SHANGHAI	"WOOSUNG"	On 19th November.
CHU and ILOILO	"KAIKONG"	On 21st November.
SHANGHAI	"SHANSHI"	On 21st November.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 21st December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
See special advertisement.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 15th November, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	LEAVING
TAMSWI, VIA SWATOW AND AMOY	"DAIJI MARU"	SUNDAY, 16th November.
TAMSWI, VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 23rd November.
FOOCHOW, VIA SWATOW AND AMOY	"ANPIN MARU"	WEDNESDAY, 19th November.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered at Lloyd's.
Steamers will go along the Co.'s Port of Call at the Customs' water-front premises at Tientsin to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.
Hongkong, 12th November, 1902.
T. ARIMA, Manager.

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	B. W. Almond	Manila Direct	19th Nov., at Noon.
ZAFIRO	2540	A. Fraser	Do	26th Nov., at Noon.
PERLA	1980	J. McGilky		
DIAMANTE	1980	R. Rodger		

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 15th November, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.	STEAMERS	TO SAIL
	"INDUS"	On 17th November.
	"AUSTRALIAN"	On 20th November.

Captain Duchateau, will be despatched for the above ports on or about MONDAY, the 17th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 11th November, 1902.

THE French Steamer "CHARLES TIBERGHIE".

will be despatched for the above ports on or about 12th inst.
For Freight, apply to
ARNOLD, KARBURG & CO.,
Agents.
Hongkong, 14th November, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANÇAIS.

NOTICE
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHÉRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th November, 1902, at 1 p.m., the Company's Steamship "ANNAM", Captain Girard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLE, via Ports of Call WITHOUT TRANSSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 16th November. (Parcels and not to be sent on board, they must be left at the Agents' Office). Contents and Value of Packages are required. For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 5th November, 1902.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE
STEAM FOR SANDAKAN.
Calling at KUDAT.
THE Company's Steamship
"SANDAKAN"
Captain Schuur, will be ready to load for the above port on the 14th inst.
For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 13th November, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBÉ.
THE Company's Steamship
"VINDOBONA"
Captain Zobel, will leave for the above places on TUESDAY, the 19th inst., at 4 p.m.
The Steamer has special accommodation for Passengers; Electric Light, and carries a Doctor.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.
Princes' Buildings.
Hongkong, 12th November, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEB, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"MASSILIA"
Captain G. W. Cookman, R.N.R., carrying His Majesty's Mail, will be despatched from this Port on SATURDAY, the 22nd November, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 12th November, 1902.

NIPPON YUSEN KAISHA.

RESUMPTION OF MANILA SERVICE.
FOR MANILA.
THE Company's Japanese Mail Steamship
"KASUGA MARU,"
4,000 Tons; Captain H. Fraser, will be despatched for the above port on THURSDAY, the 27th inst., at 4 p.m.
This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply to
A. S. MIHARA, Manager.
Hongkong, 6th November, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.
AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.
Saloon Passengers carried at SPECIALLY REDUCED RATES; particulars of which can be obtained on application to the Under-said.
NEXT SAILINGS.
"CHANGSHA" leaves on 5th December.
"CHINGTU" " " 20th December.
"TAIYUAN" " " 20th January.
"TSINAN" " " 16th February.
Superior accommodation, midships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and Provisions during the entire voyage. Daily qualified European Surgeons carried.
BUTTERFIELD & SWIRE
AGENTS
CHINA NAVIGATION CO., LD.
Hongkong, 15th November, 1902.

NOW READY.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, J. V. BARTY & J. V. BARTY, 1902. With the Hongkong Daily Press Office.
Hongkong, 25th July, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENT, in CHINA and JAPAN, for the above Line, prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBÉ.
THE Company's Steamship
"MARQUIS D'ACQUEHEM"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 19th November, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th November will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 13th November, 1902.

THE P. & O. S. N. Co.'s Steamer

"MALACCA"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Optional goods will be landed here, unless instructions are given to the contrary, before 19 a.m. To-day, 15th inst.
Goods not cleared by the 20th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th November, 1902.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"ALCINOUS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the undersigned; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 22nd inst.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th November, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"TIROL"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
From Rajahmundry, as *Imperatrix*, transhipment at Bombay.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the undersigned before Noon, on the 19th November, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th November will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Princes' Buildings.
Hongkong, 13th November, 1902.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

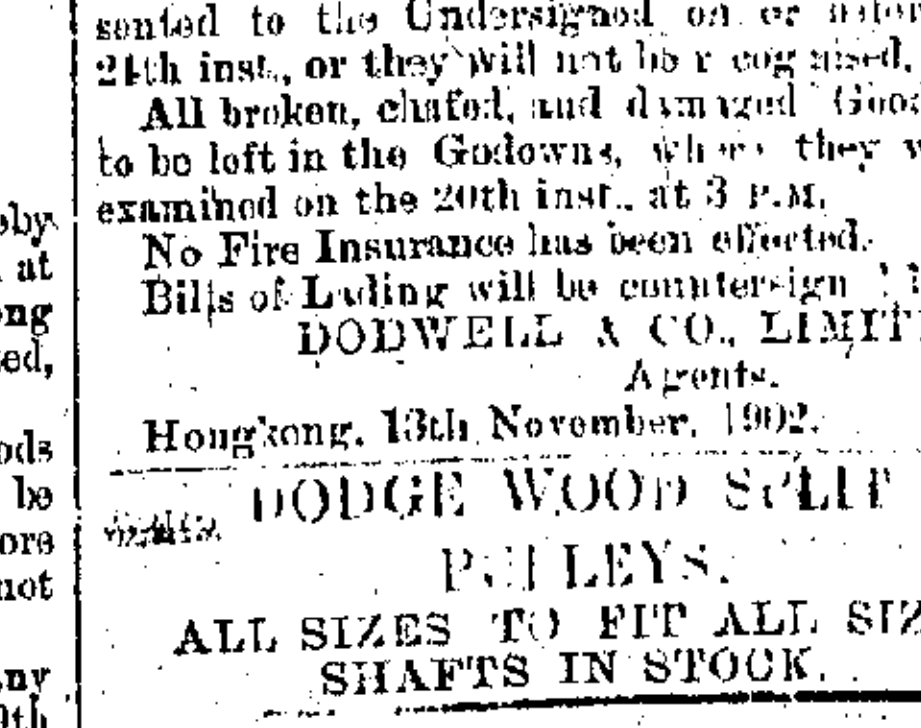
NOTICE TO CONSIGNEES.
THE Steamship
"KLAUSSCHOU"
OF THE HAMBURG-AMERIKA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m. To-day, the 13th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th November, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 20th inst., at 8.30 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & CO., Agents.
Hongkong, 12th November, 1902.

"MOUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES
FROM GLASGOW, LIVERPOOL AND STRAITS.
CONSIGNES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. To-day, 13th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 13th November, 1902.

DODGE WOOD SELL.

ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.



Also large Stocks of GANDY COFFIN BELTING.

SOLE AGENTS, LUTGENS, EINSTMAN & CO., HONGKONG.

THE NEW FRENCH REMEDY.

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospital, is a most effective and powerful medicine of the kind, and surpasses everything hitherto known.

THERAPION No. 1

is a most effective and powerful medicine of the kind, and surpasses everything hitherto known.

THERAPION No. 2

is a most effective and powerful medicine of the kind, and surpasses everything hitherto known.

THERAPION No. 3

is a most effective and powerful medicine of the kind, and surpasses everything hitherto known.

THERAPION

is a most effective and powerful medicine of the kind, and surpasses everything hitherto known.

CARBONILEUM-AVENACUS

USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood and Stone, a most effective and powerful medicine of the kind, and surpasses everything hitherto known.

TRADE MARK

LUTGENS, EINSTMAN & CO.

Sole Agents for China.

Hongkong, 21st July, 1902.

DR LALOR'S PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

It is forty years that this medicine has been known and only one reliable Phosphoric Cure for Brain Weakness, Paralysis, Stomach, Dyspepsia, Nerve, Kidney and Liver Complaints, Haemorrhages, Dropsy, Debility of Vital Forces, General Debility, all Blood Disorders and all Functional and Disordered Conditions of the System, caused by the deficiency of the Vital Forces.

The Effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Mysterious Febrile and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above diseases with each Bottle.

HEALTH, STRENGTH & ENERGY.

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPTON LONDON, ENGLAND.

Agents in Hongkong—A. S. WATSON & CO.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING
DAILY PRESS OFFICE.
The only office in China where European bought workmen, equal to Home Work.

FURNITURE WAREHOUSEMEN
CHEE & CO., Established 1859.
Every Household Requisite. Depot for the Chinese Kitchens and Accessories, 175, Queen's Road Central.

JEWELLERS
JASON LEY HERMANOS.
Jewelry, Watches and Clocks, 40, Water's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER
MUMFAY, JAPANESE ARTIST.
Portrait and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8, Queen's Road Central.

PRINTING
DAILY PRESS OFFICE.
Proofs read by Englishmen.

STOREKEEPERS
F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sailmakers, Provision and Coal Merchants, Freya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Changers, Provision and Coal Merchants, Sailmaker, Co. Fresh Water-supplied to Yachts in the Harbour.

KWONG SANG & CO.
Shipchangers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MOHE & SEEMUND.
33 and 45, Des Vaux Road, Shipchangers, Sailmakers, Provisioners, Commission Agents and General Storekeepers. Sole Agents for Shipowners' Commission (Greyhound Brand) and Blundell's Spence & Co.'s Composition.

WATCHMAKERS
DROZ & CO.
11, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

WHY COUGH?
WHY COUGH?
WHY COUGH?
There is absolutely no remedy so speedy and effective. One Lozenge alone gives relief. Simple, but sure in action, they can be taken by the most delicate.

KEATING'S LOZENGES
KEATING'S LOZENGES
KEATING'S LOZENGES
If you cannot sleep for coughing, one KEATING'S LOZENGE will set you right. They at once check the cough and remove the cause. An enormous sale all over the world during the past 30 years proves their great value.

GIVE INSTANT RELIEF.
GIVE INSTANT RELIEF.
GIVE INSTANT RELIEF.
KEATING'S COUGH LOZENGES, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold everywhere in bottles by all chemists.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

This Beer is brewed of best Sauer Hops and Crest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and a full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 21st July, 1902.

DR LALOR'S PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

It is forty years that this medicine has been known and only one reliable Phosphoric Cure for Brain Weakness, Paralysis, Stomach, Dyspepsia, Nerve, Kidney and Liver Complaints, Haemorrhages, Dropsy, Debility of Vital Forces, General Debility, all Blood Disorders and all Functional and Disordered Conditions of the System, caused by the deficiency of the Vital Forces.

The Effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Mysterious Febrile and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above diseases with each Bottle.

HEALTH, STRENGTH & ENERGY.

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPTON LONDON, ENGLAND.

Agents in Hongkong—A. S. WATSON & CO.

